

SunLink – Tucson Modern Streetcar

Identity/Character/Sense of Place

Historic Preservation/Authenticity

TOD/Feasible Land Use Mix

Modal Choice/Living Streets

Place-making Destination

Economic Development

Walkability/Connectivity

Infill/Redevelopment

Housing Economics

Implementation

Long-range Livability/Viability

Sustainability



Bridging the Past While Building A Sustainable Future



Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette

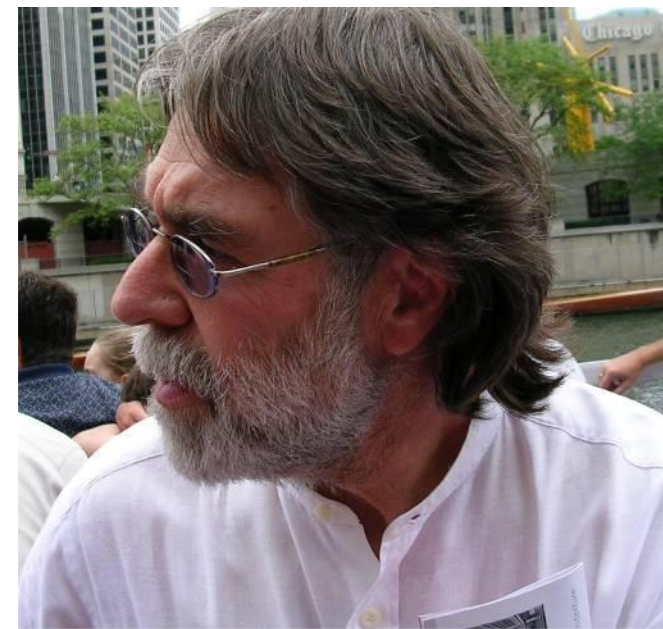


Your Team



Land Use and Development Implementation Plan Design Charrette

SunLink – Tucson Modern Streetcar



Your Team!



Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette



Project Overview



Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette



What is a Modern Streetcar?



	Commuter Rail/Subway	Light Rail	Modern Streetcar
Operation	Exclusive Right-of-way	Typically in exclusive lanes	Shares lane with traffic
Traffic Control	Grade separation / track signals	Track signals, signal pre-emption	Signal priority
Travel Speeds	40+ mph	25 – 55 mph	25 – 35 mph
Typical stop spacing	>½ mile	¼ mile to 1 mile	2 blocks to ½ mile
Ridership Capacity	Very High	High	Moderate

Modern Streetcar, Light Rail and Commuter Rail/Subway



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Why Are We Doing this Land Use And Development Implementation Plan?



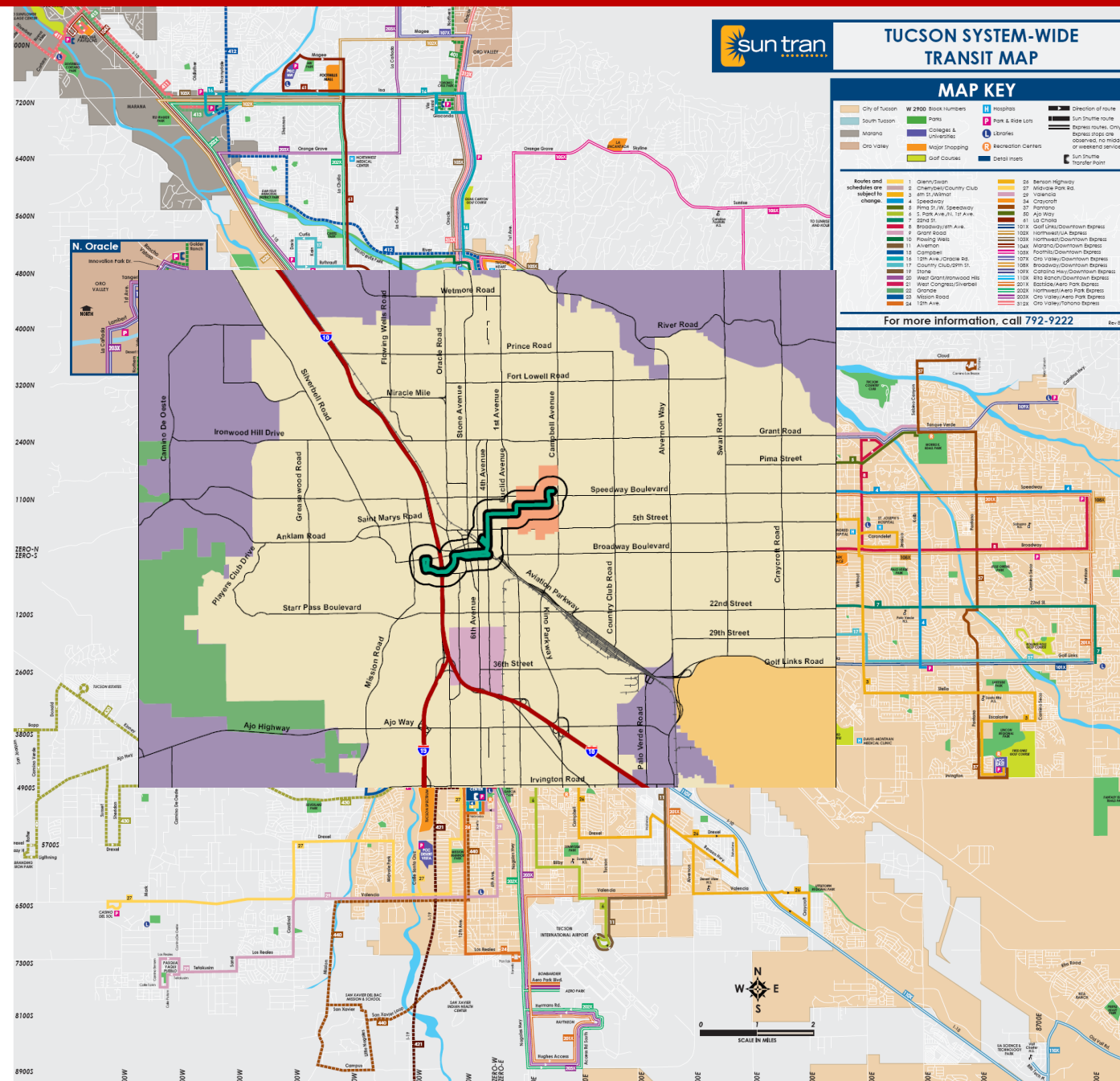
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Tucson is an Invertebrate City!



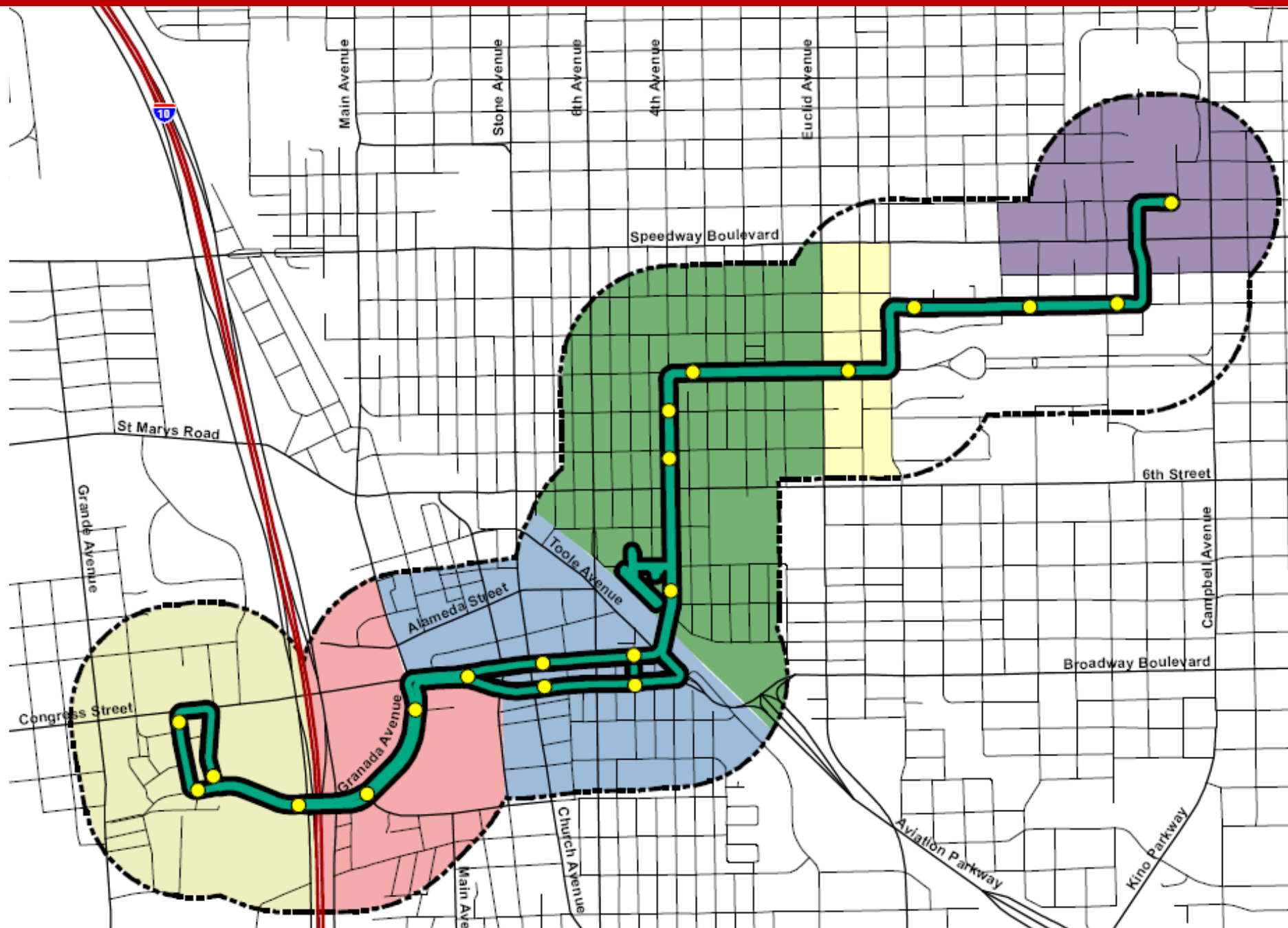
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Tucson is an Invertebrate City!



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The Streetcar is a Backbone for our Evolution



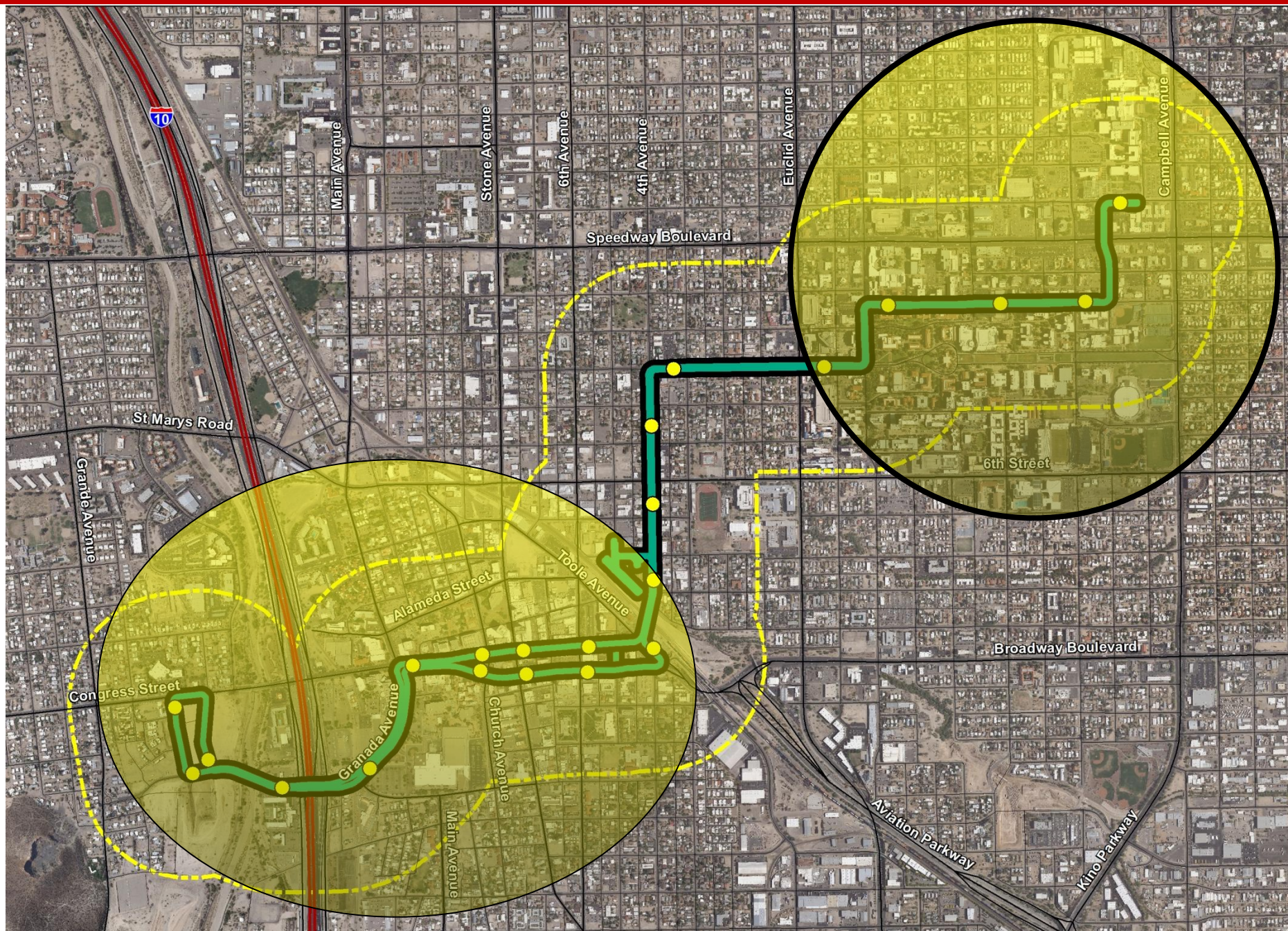
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But Why Do We Care About That?



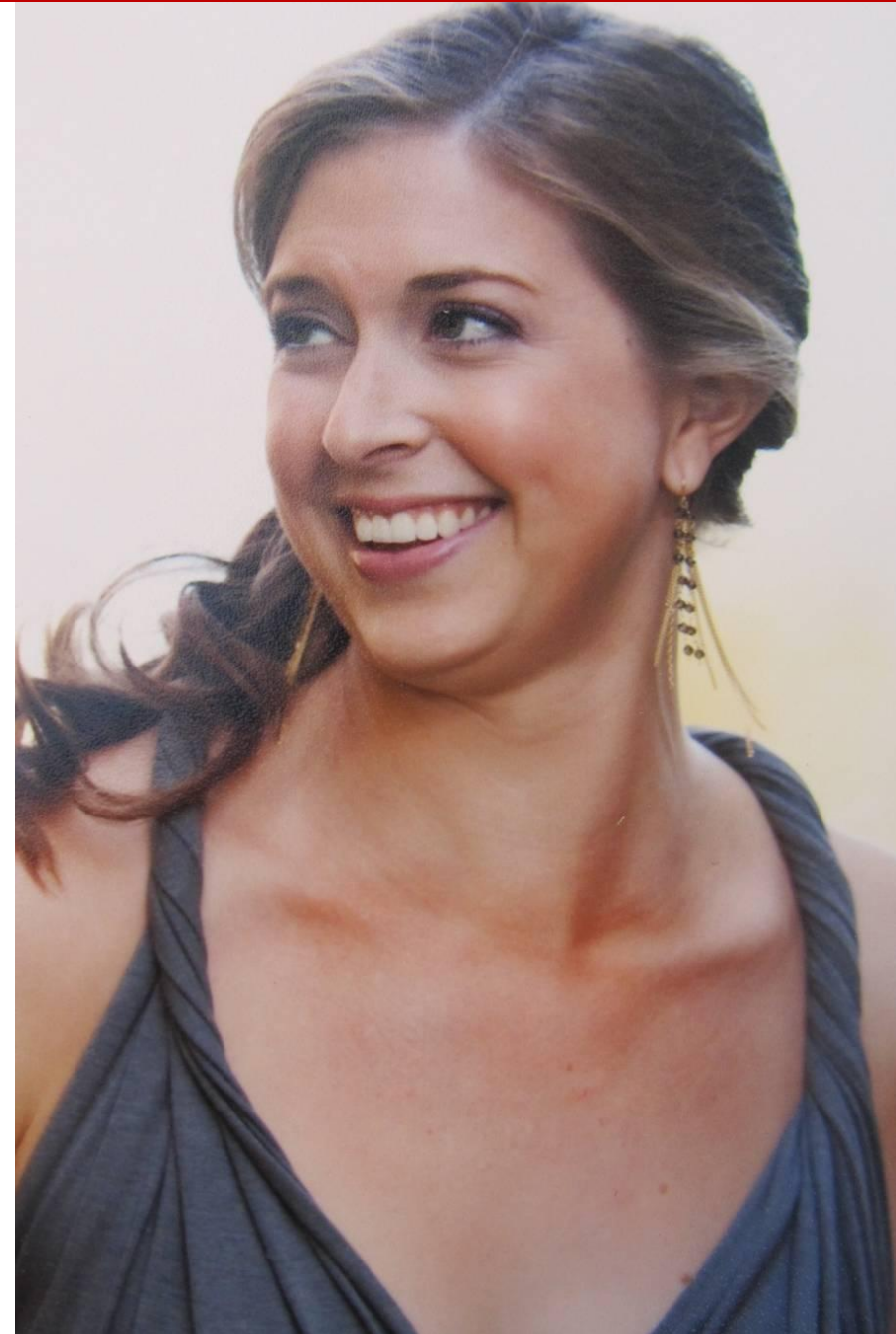
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Streetcar Connects to Major Employment Centers



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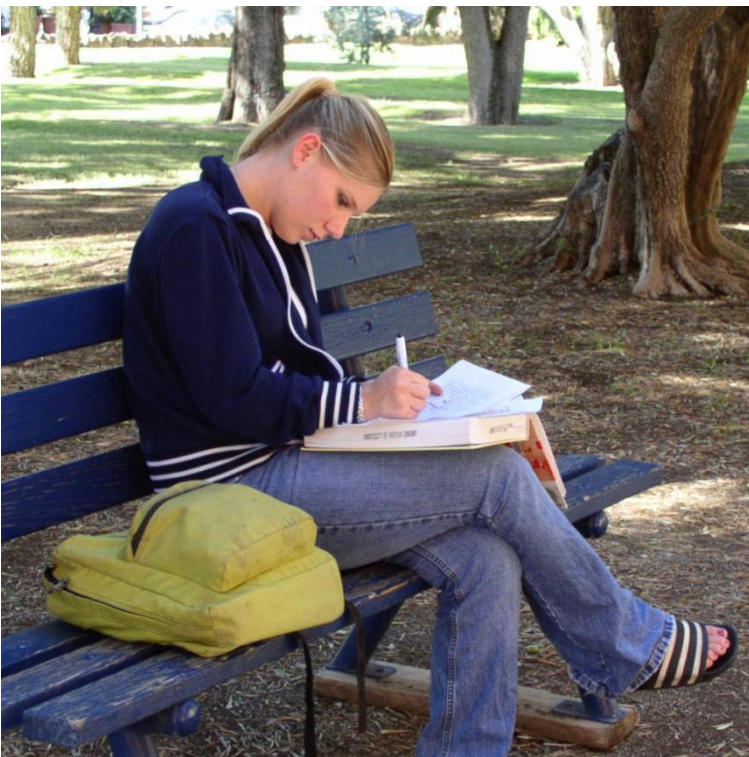
We Are Loosing Our Youth to Other Cities



U.S. Conference of Mayors, Washington, D.C. Jan. 19, 2012

Mayor Mick Cornett, Chairman, Republican Mayors:

Asked about the success of Oklahoma City while
other cities struggle.....



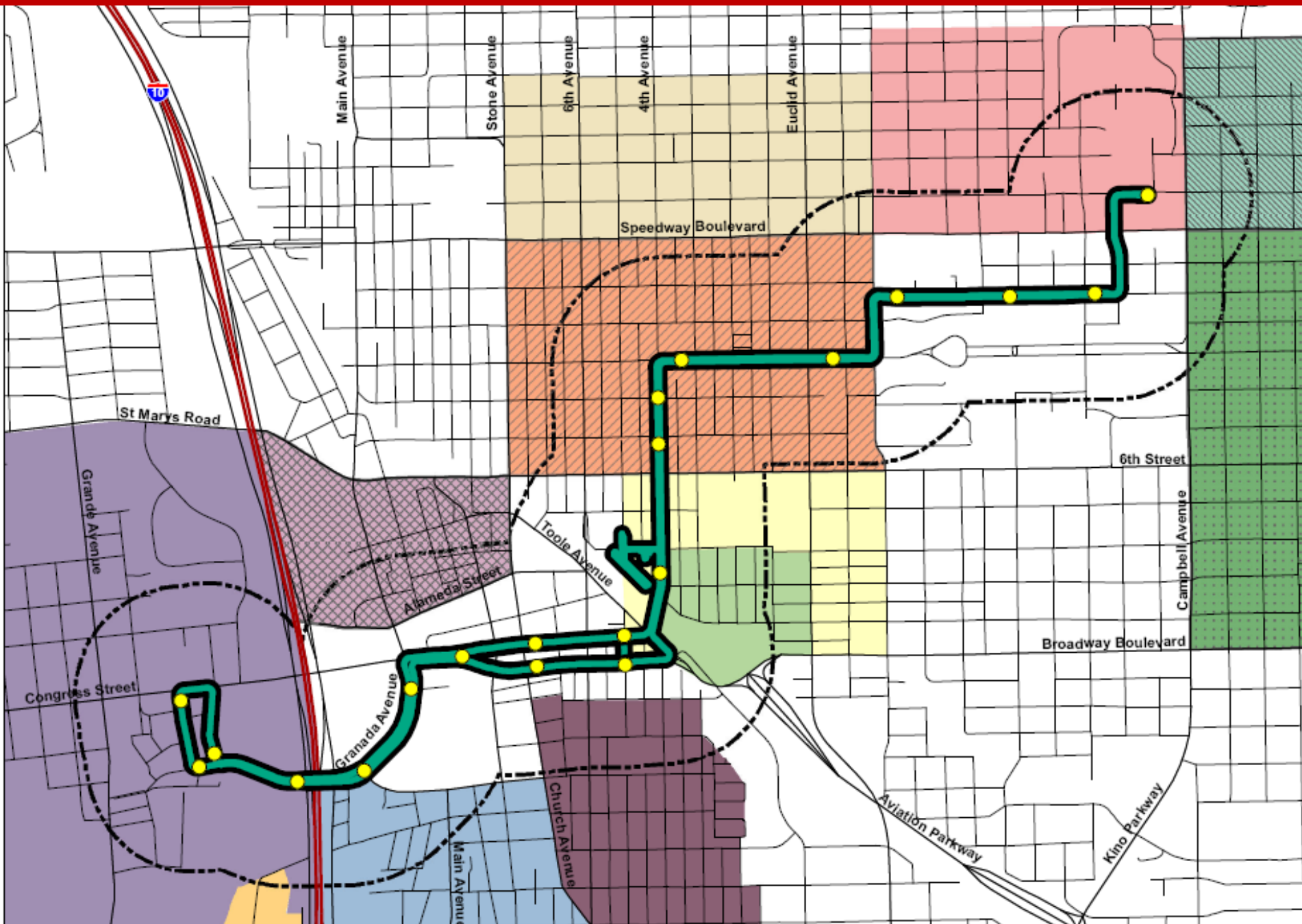
‘We are focused on attracting and keeping the 20-somethings in Oklahoma City’.... “We have been able to convince the people in the suburbs that the vibrancy of the core is directly proportional to the quality of life in the suburbs. People in the suburbs have been willing to invest in the core.”

A 1% capital investment has been approved 3 times.

We Can Be a City that Offers Choice



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Streetcar Path Connects Neighborhoods



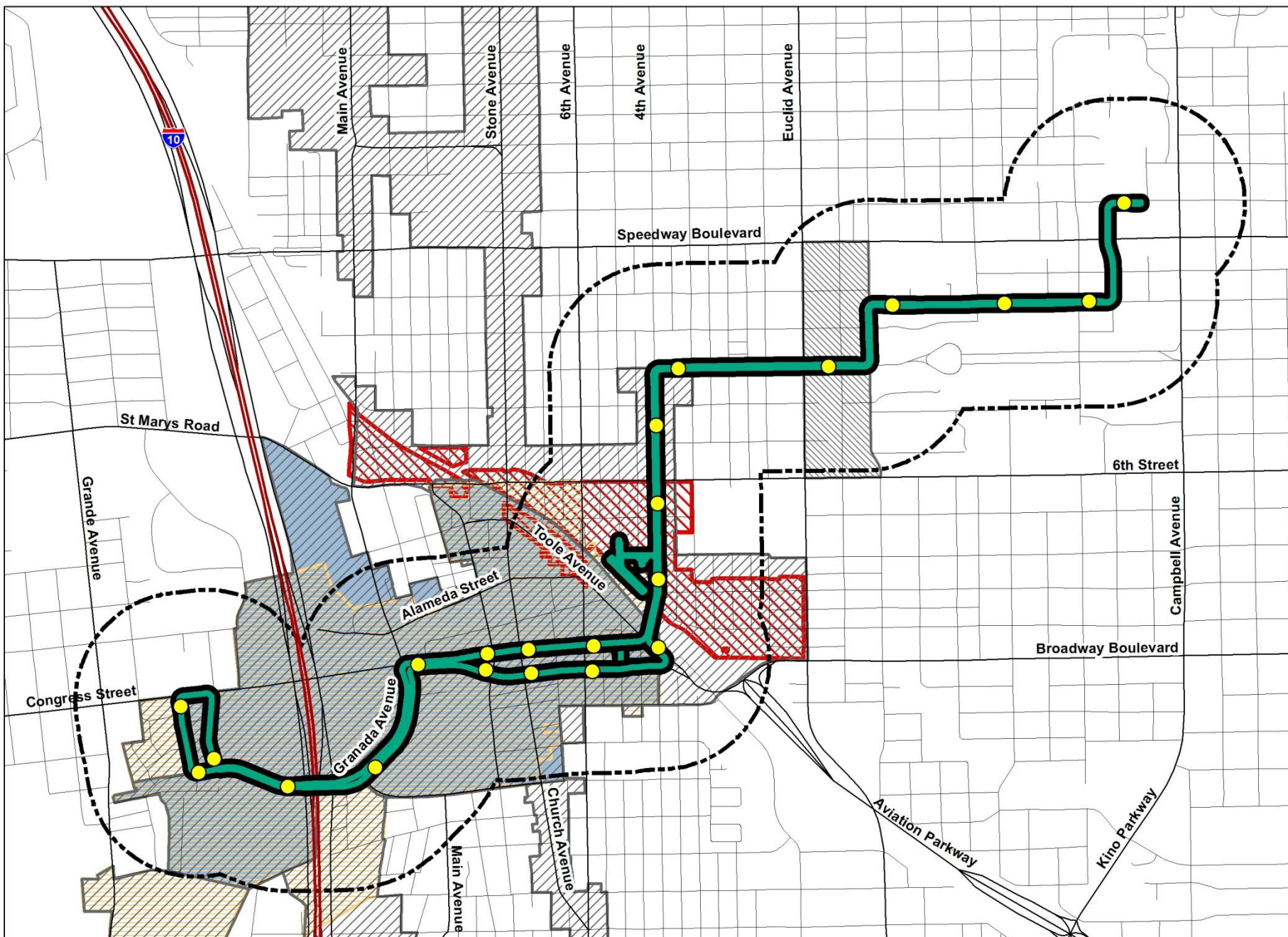
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We Have Had Some Divisive Issues Lately



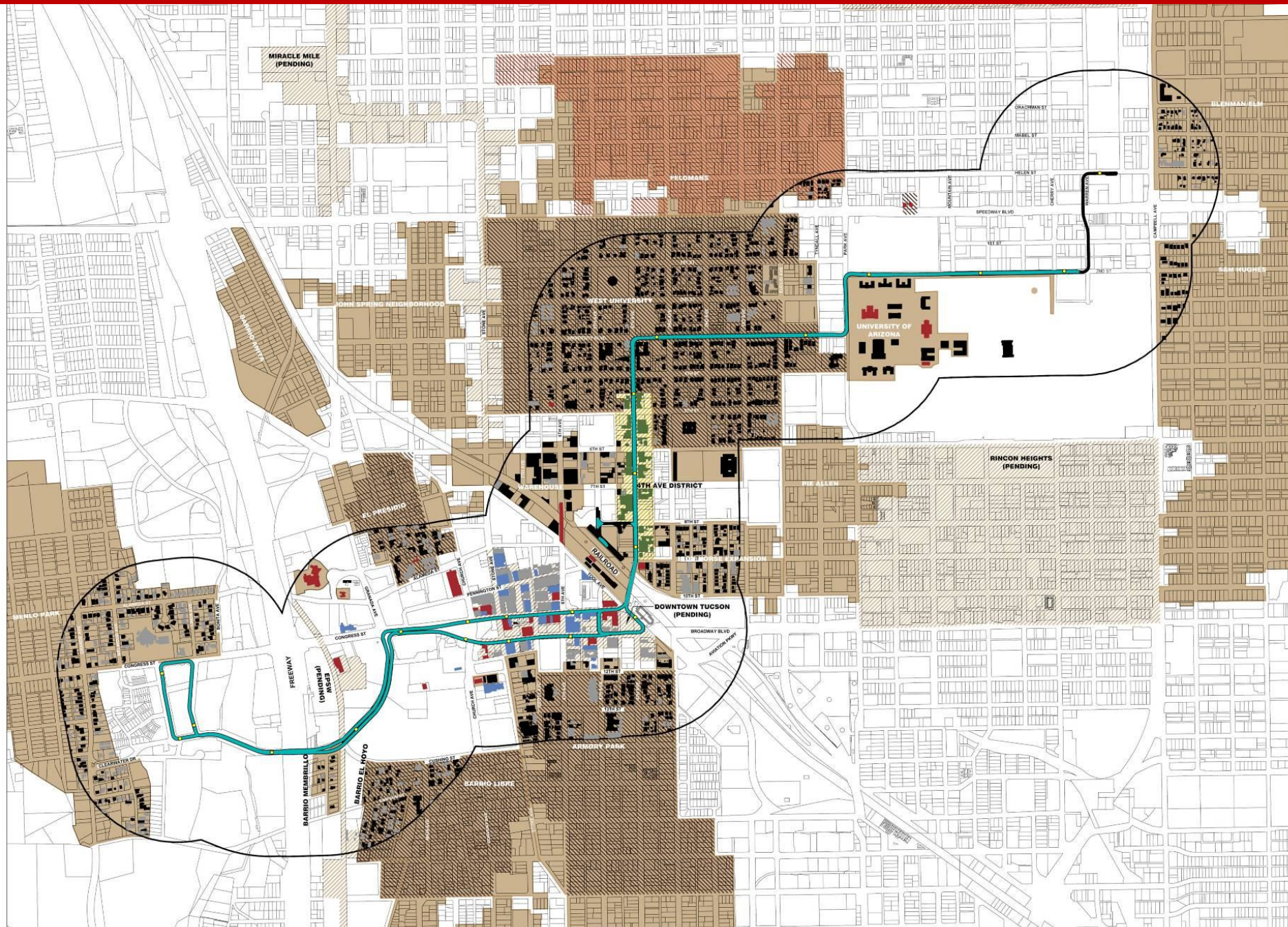
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Cacophony of Overlays



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Historic Districts



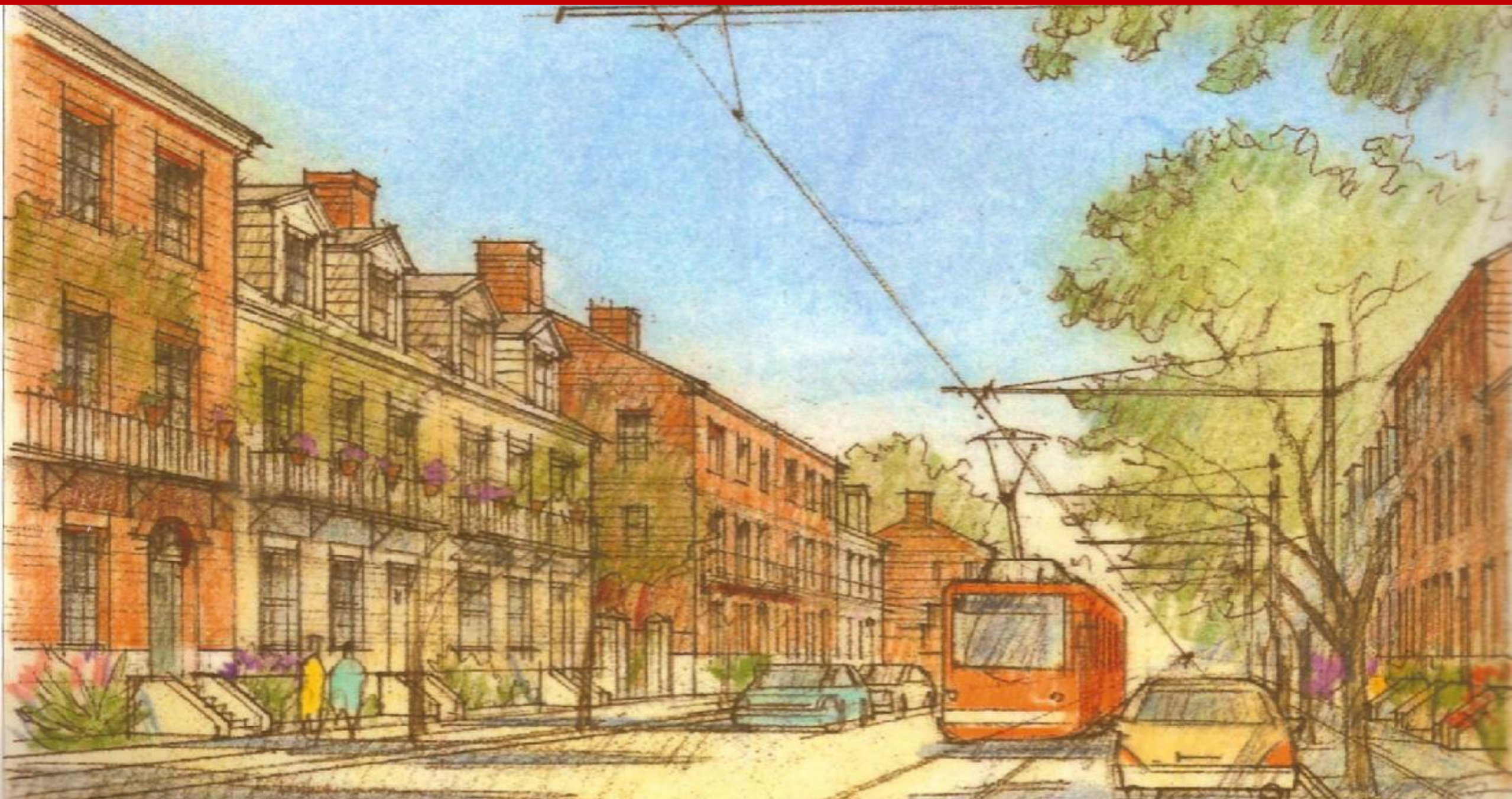
To successfully add density in the Streetcar Corridor, we need to:

- *Have a surgical and smart, lot-by-lot approach*
- *Protect neighborhoods*
- *Protect historic structures*
- *Take advantage of transportation modal choices*
- *Focus on employment and other activity trips*

If We Work Together, We can Do This Right



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We Can and We Need to Do Better!

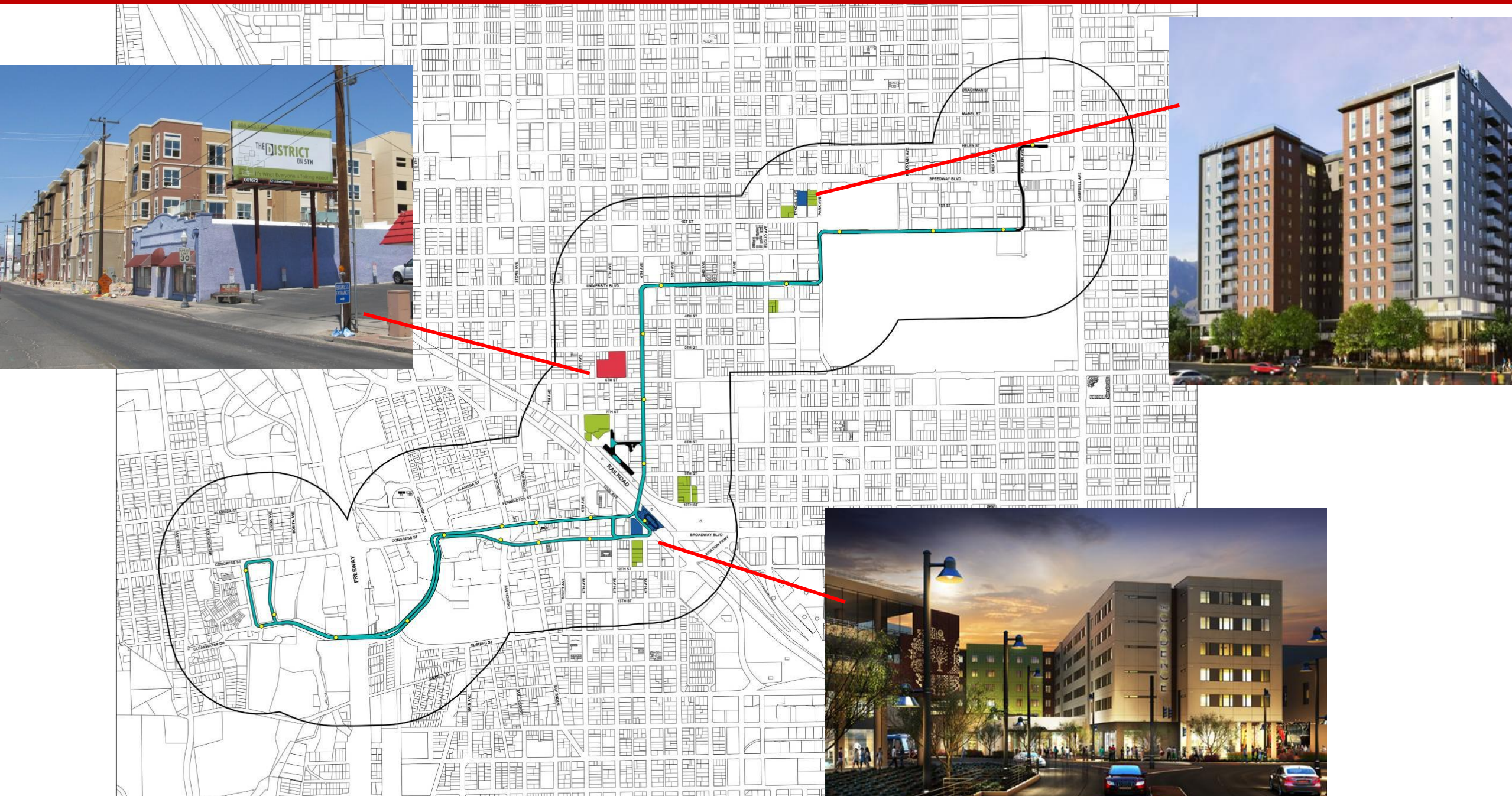


**OUR GOAL IN THIS PROJECT IS TO CREATE
A DISTRICT OF URBAN CHOICE IN WHICH
APPROPRIATE DEVELOPMENT TAKES FULL
ADVANTAGE OF TUCSON'S \$180 MILLION
STREETCAR INVESTMENT WHILE WE
PROTECT NEIGHBORHOODS AND OUR
HISTORIC RESOURCES.**

We Can and We Need to Do Better!



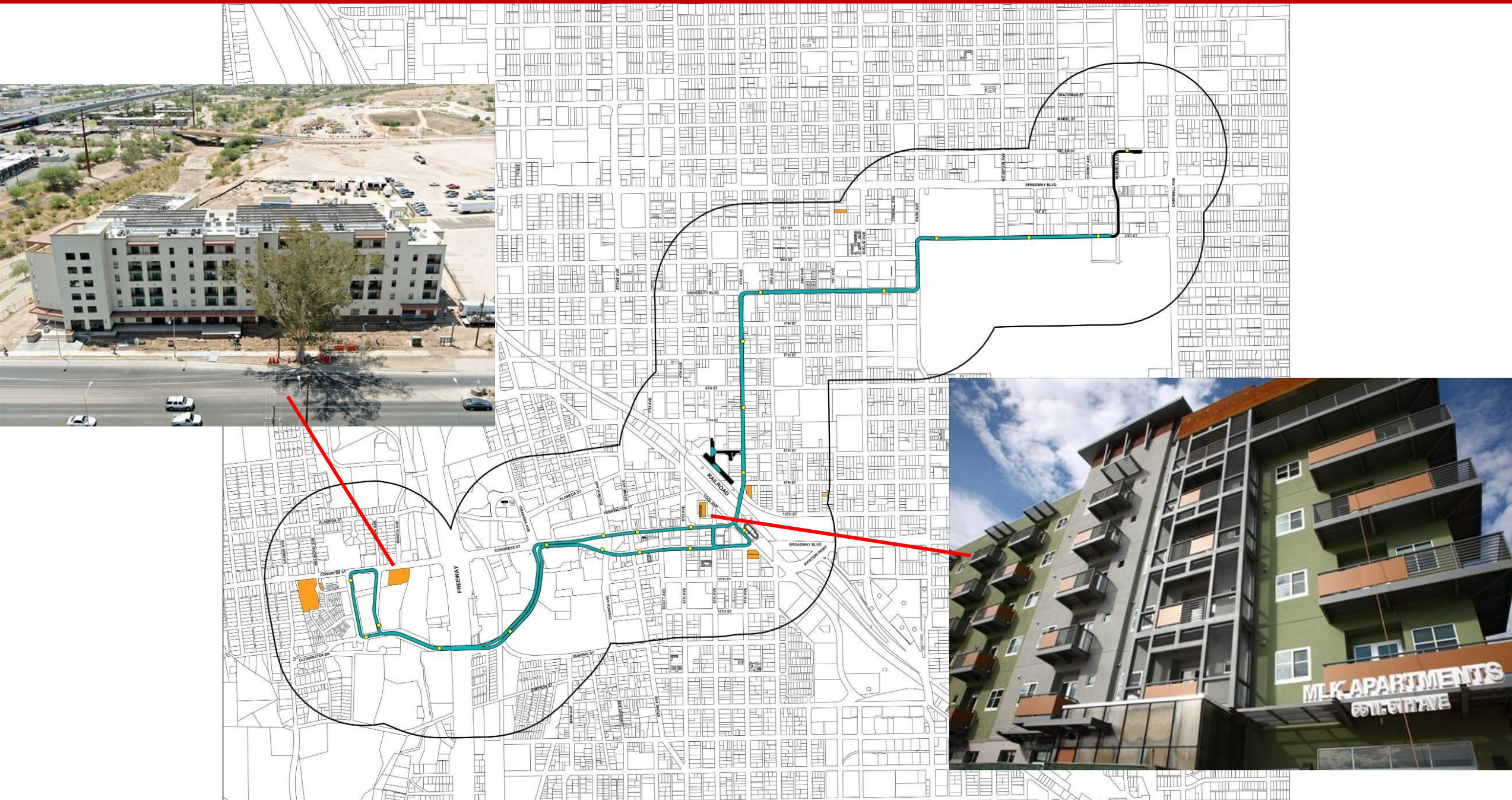
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Housing Economics – Student Housing



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Housing Economics – Affordable Housing



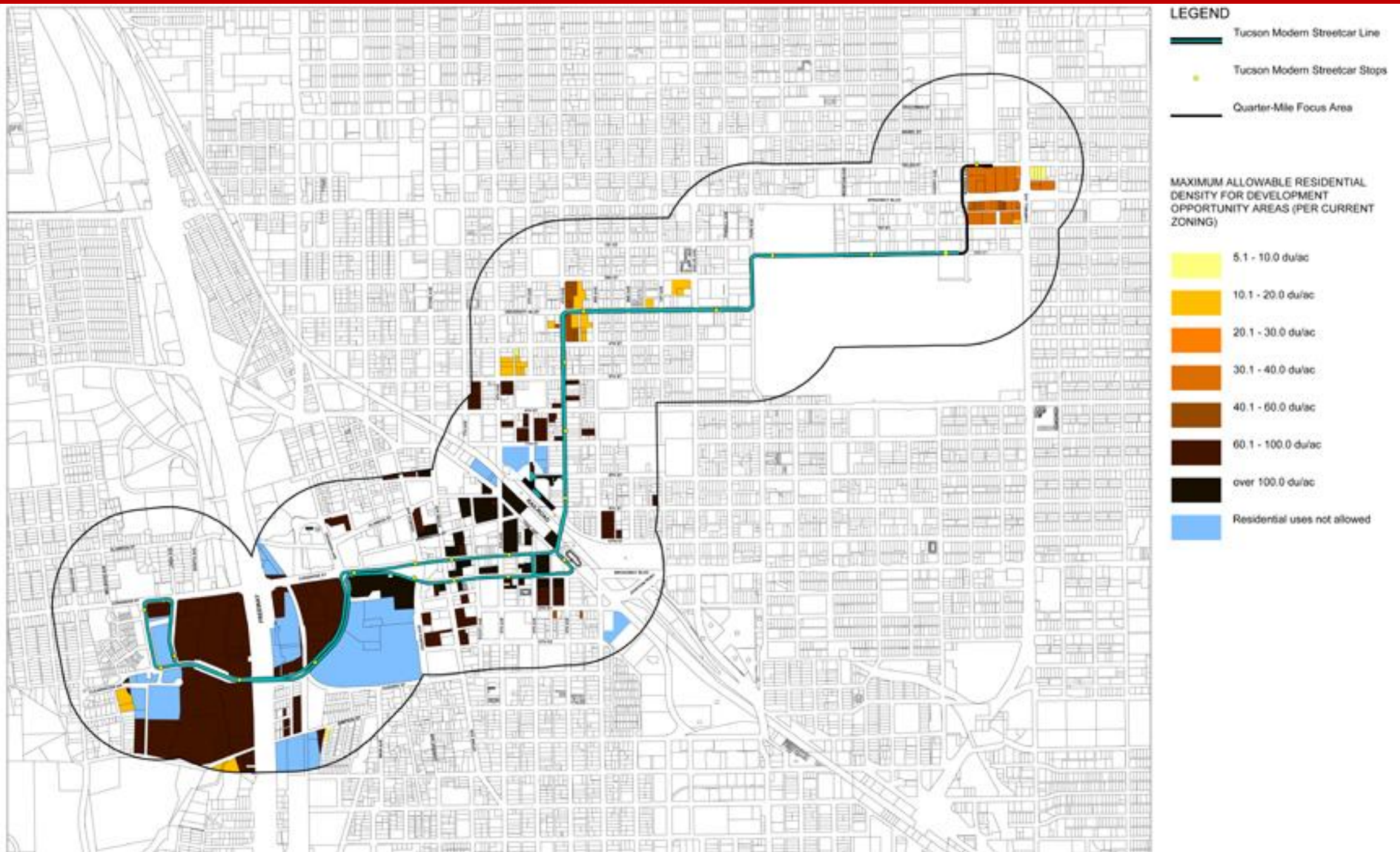
Streetscapes and Walkability

- No consistent design standards
- No funding
- No connectivity

(Dis)Connectivity



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Residential Density Capacity (per current zoning)



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Corridor Heterogeneity



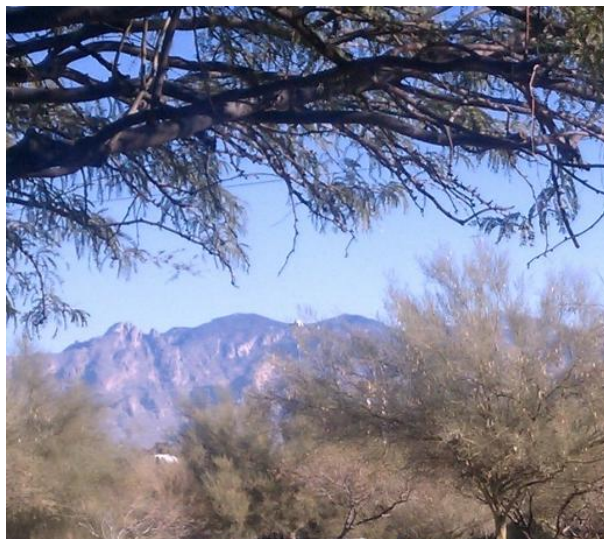
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Authenticity, Character, Identity, Distinct Local Flavor and Sense of Place



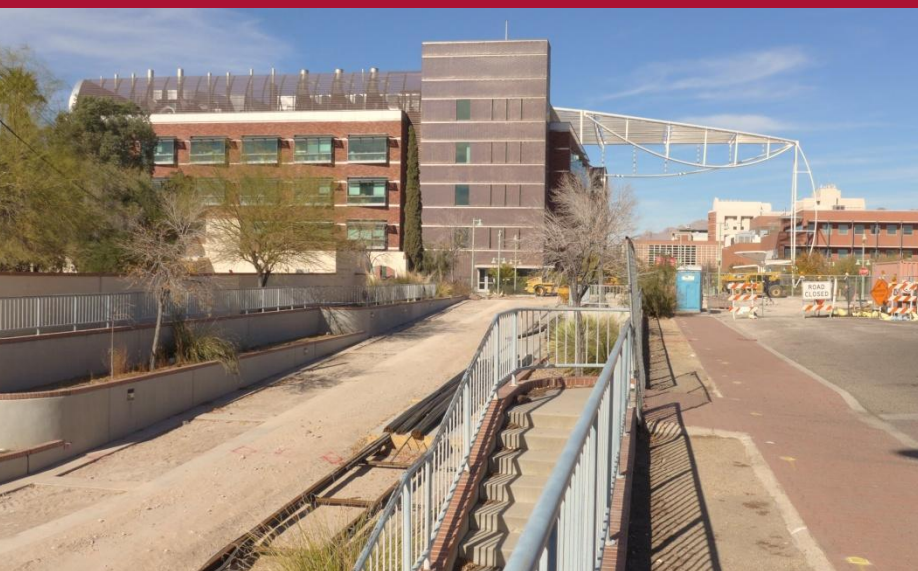
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Environment, History, Heritage, Roots, Uniqueness, Diversity



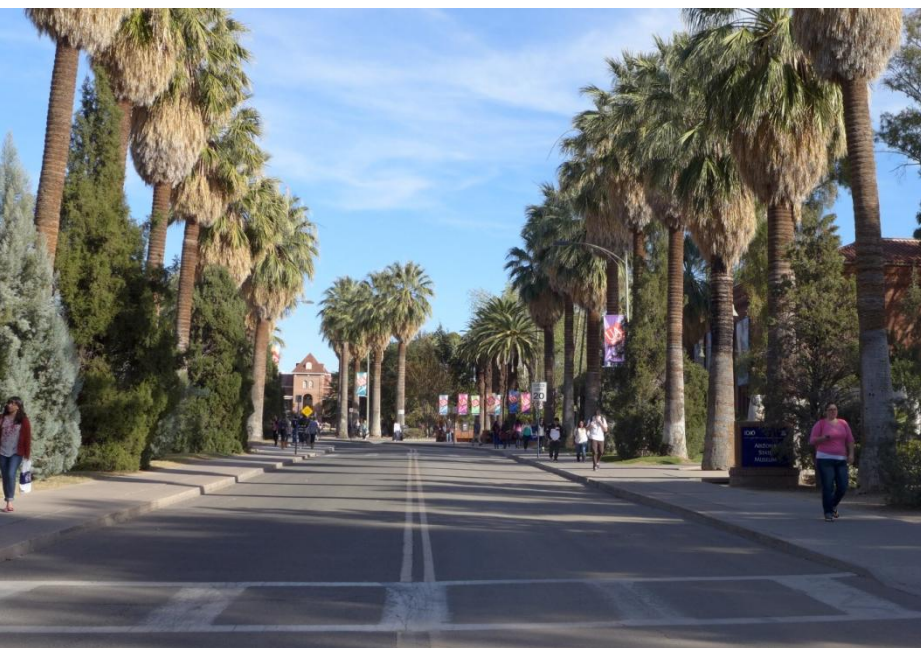
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Eastern Terminus



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Main Gate



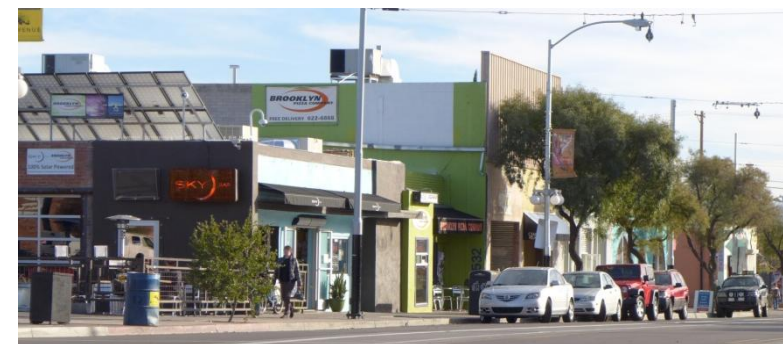
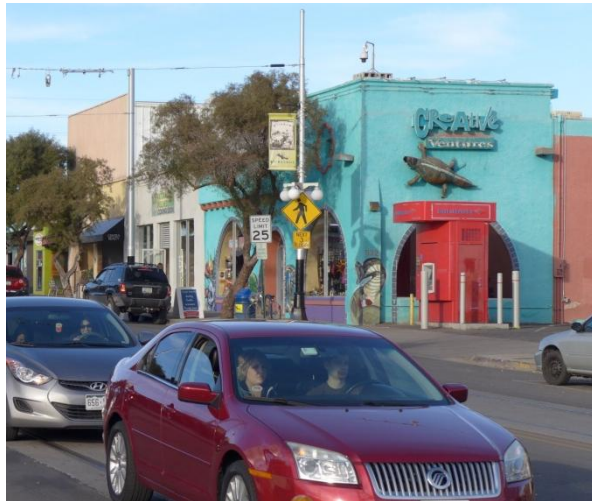
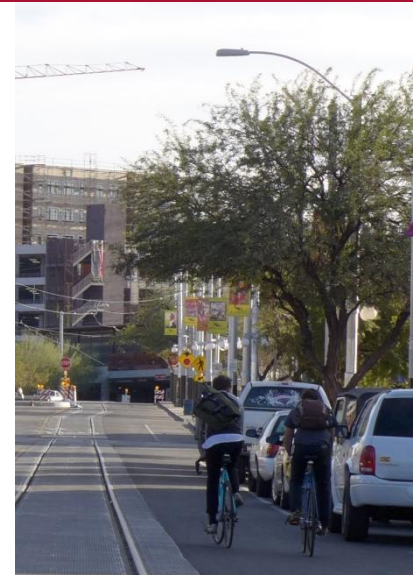
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Central Segment – University Boulevard



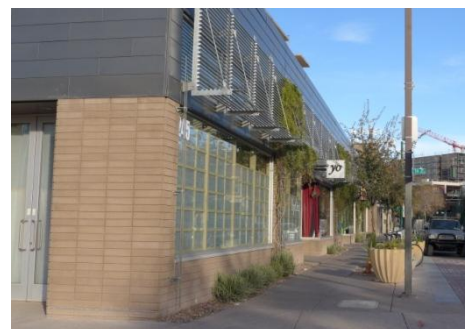
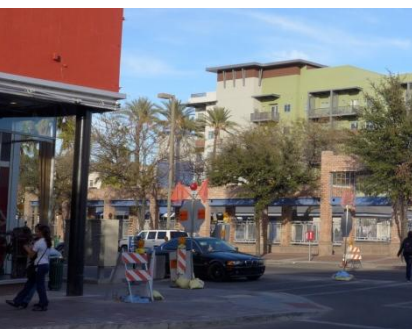
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Central Segment – 4th Avenue Business Center



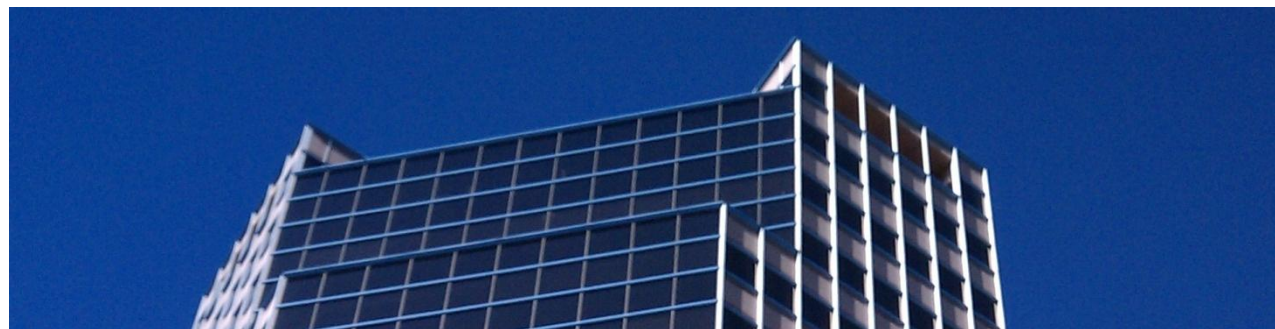
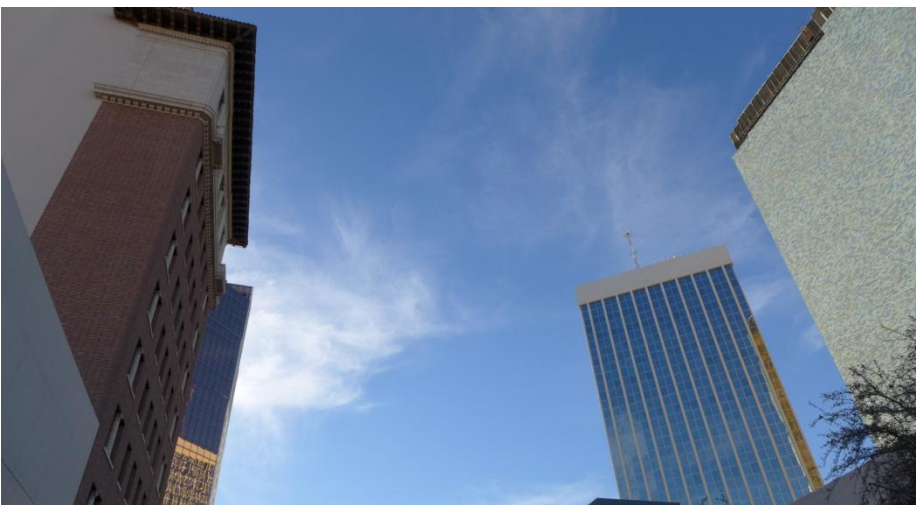
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Downtown Entertainment District - Congress and 4th Av Activity Center



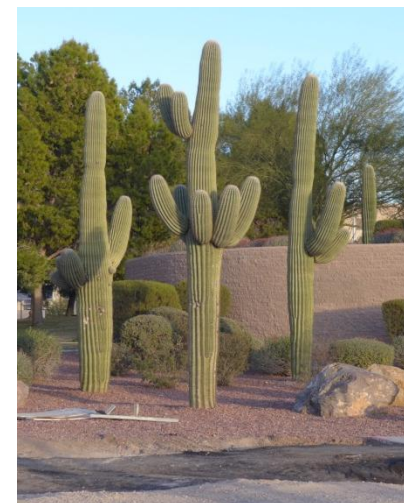
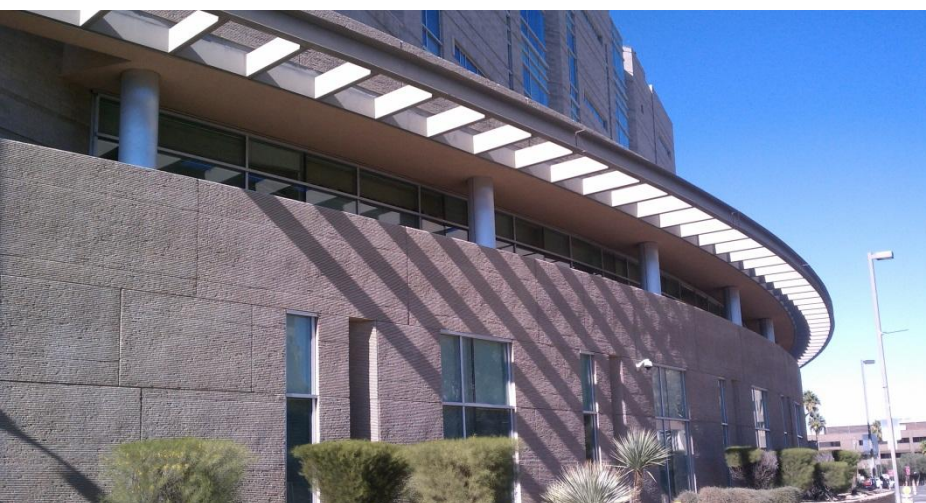
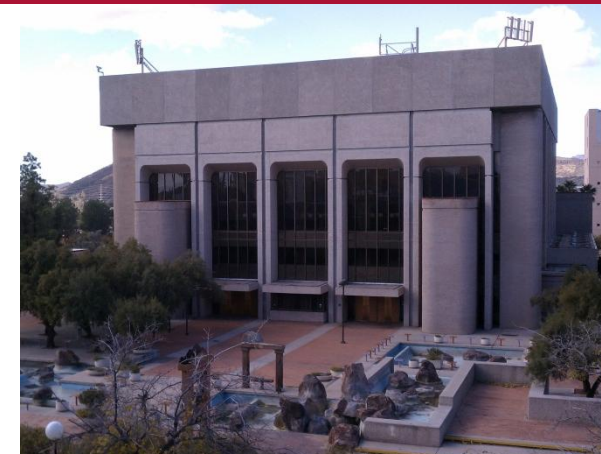
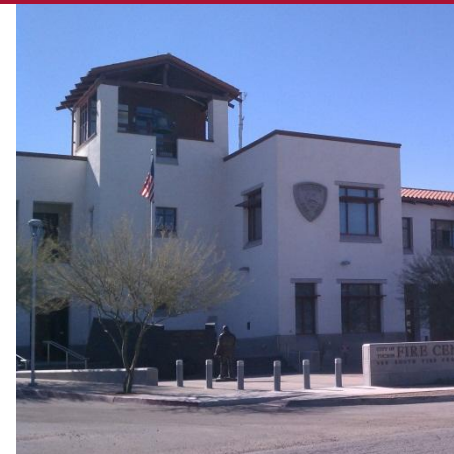
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Downtown Entertainment District - Downtown Central Business Center



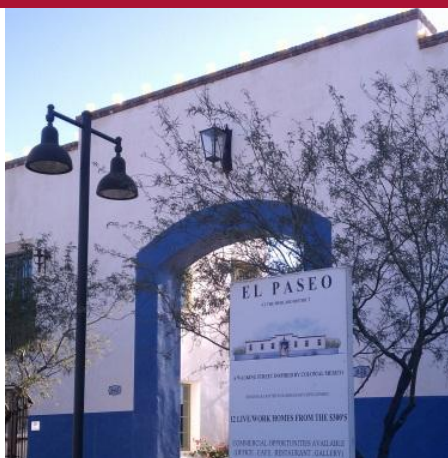
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Downtown Cultural/Convention Center



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Western Terminus Character Area



- Edge Treatments
- Culture, Heritage & History
- Character & Identity
- Sense of Place
- Walkability/Connectivity
- Design Compatibility
- Sustainability
- Definition of the Public Realm
- Modal Choices
- Street Infrastructure

Character Area Specific Treatments



Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette



Facts You May Not Know...



Downtown Revival

- Since 2008, nearly 50 new restaurants, cafes and bars have opened and expanded downtown pouring more than \$12.4 million in private investment into the area
- The private and public investment in the past five years totals nearly \$800 million
- Multi-family housing developers have spent \$90.9 million into six different projects
- Investments in office buildings include \$81.1 million spent on new projects and improvements to new buildings
- One investor alone invested \$2 million in three locations: The Hub; The Playground; and Lulu's Shake Shop



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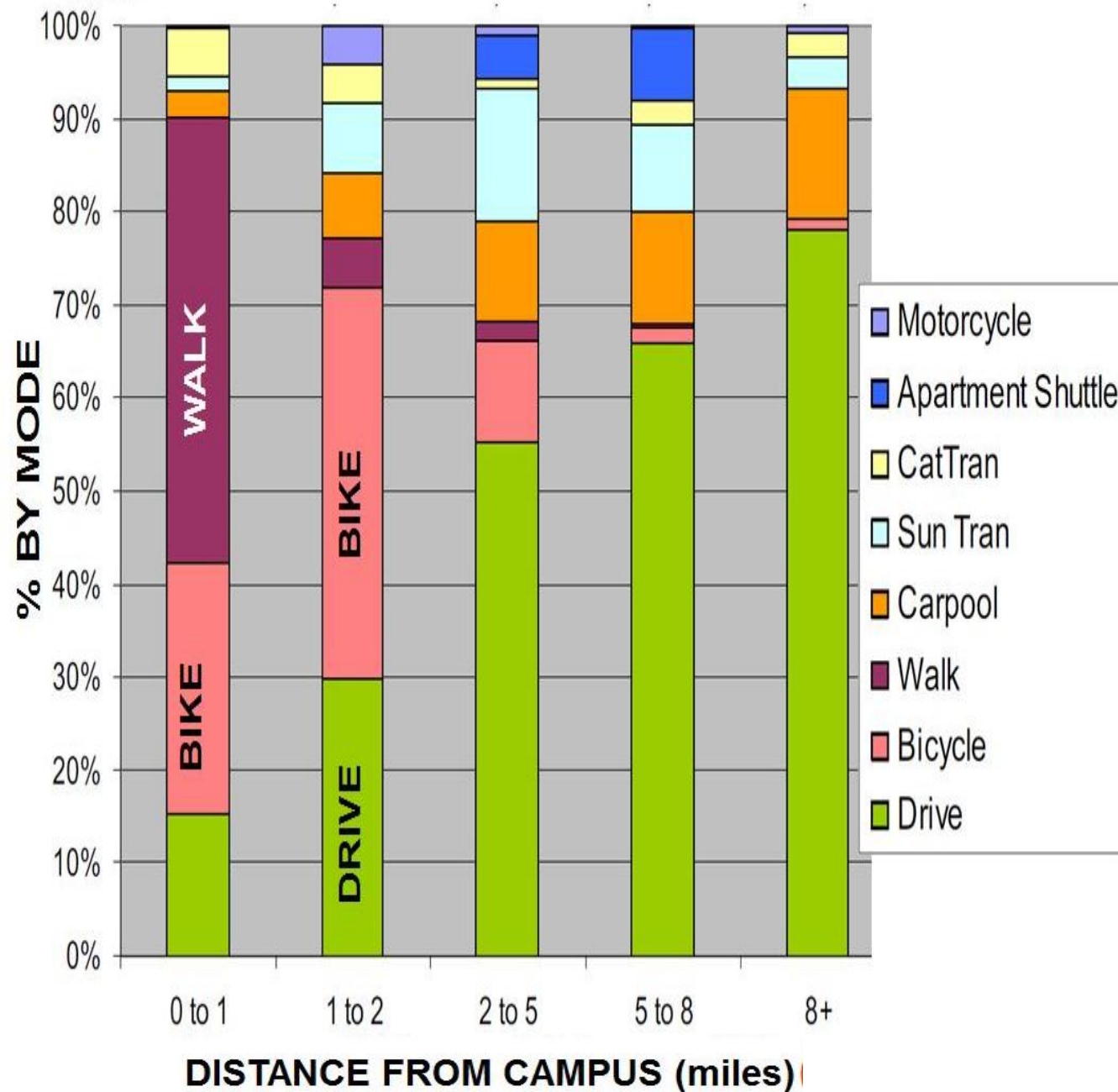
Downtown Revival



Commercial Office Space

- Tucson has a poor job market as indicated by its lack of commercial office space
- Tucson has 50% of the commercial office space per capita of comparable cities
- As a standard most cities have 35% of all commercial office space downtown. In Tucson, it is less than 10%

Commercial Office Space



UA Students/Employees within 1 Mile of Campus

- 80% walk, bike or take transit (most walk)
- 15% drive

UA Students/Employees within 2 Miles of Campus

- 65 % walk, bike or take transit (most bike)
- 35% drive

UA Students/Employees Mode Choice



Vehicular Parking

- Most public garages are near the streetcar line
- More than 35,000 vehicular parking spaces
- Overall amount of parking is sufficient, but demand exceeds supply in some areas – need to rebalance parking
- Parking requirements reduced 25% within City's Greater Infill Incentive District (IID), no parking requirements within the Downtown Core Sub-district
- There are 14 neighborhood parking permit programs



Bicycle Parking

- 12,000 bicycle parking spaces at UA, more limited downtown
- Demand exceeds supply in several areas



Tucson Modern Streetcar Land Use and Development Implementation Plan Design Charrette



Design Charrette Process



The French word “charrette” means “cart” and was used to describe the final, intense work effort by art and architecture students to meet a deadline.

At the École des Beaux Arts in Paris during the 19th century proctors circulated a cart, or “charrette,” to collect final drawings while students frantically put finishing touches on their work.

What is a Design Charrette?



Diagnostic phase

This Charrette

Recommendations phase

This Charrette is conducted according to the National Charrette Institute (NCI) system

- NCI is a nonprofit educational institution that teaches the NCI Charrette System™
- For community planning and public involvement with a focus on design
- Promotes holistic, multidisciplinary collaborative process

The Design Charrette Process



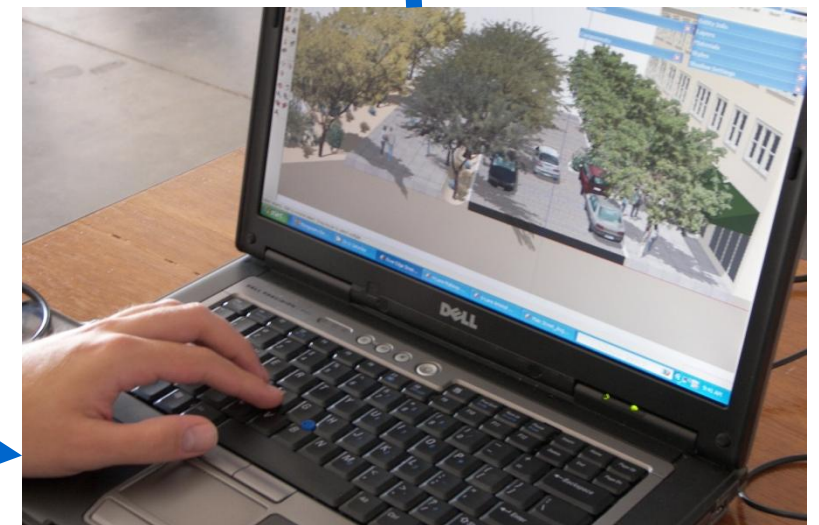
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Listen



Translate



Transfer

The Design Charrette Process



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- Vision Statement
- Guiding Principles
- Character Area Priorities
- Land Use Approach
- Identification of areas suitable for Transit Oriented Development (TOD)
- Design Themes/Concepts

Design Charrette Deliverables



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Visioning Exercise



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*Action without vision is a Nightmare.
Vision without action is a Daydream!*

- Give Power to **Your Thoughts**
- Create a **Positive Intention** of what you would like to see happen
- Write a **Wishful Sentence** that reflects your Positive Intention
- **Share** your Wishful Sentence in the microphone (**1 minute per person**)
- Leave your cards with us

*When we envision and imagine together, we **manifest** our Positive Intentions!*

Visioning Exercise



Connectivity/Walkability Neighborhood Protection Design Compatibility
Mode Choice Corridor Safety Compact Development where Appropriate
Development Guidelines Protection of Historic Resources Authenticity
Tucson Heritage and Character Place-making Appropriate Height Transitions
Bicycle Safety Inviting Streetscapes Appropriate Parking
Economic Development Employment Generating Uses
*Consider Unique Approaches Like Transfer of Air Rights to Areas Appropriate for
Transit Oriented Development (TOD)*
Development Reflecting Tucson Identity, Character and Sense of Place
Consider Heritage Tourism and Eco-Tourism Maintaining View Corridors
Drought Tolerant Plant Palettes Water Harvesting Solar Roof Gardens

Visioning Exercise – Triggers



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**Thank you for your time!
Come back to visit us...**